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CITY NOTES

FINED \$5.—John M. Edwards, arrested Tuesday by Patrolman Peters for disorderly conduct, was fined \$5 in police court yesterday morning by Mayor Mohr.

PAY-DAYS.—The Delaware, Lackawanna and Western company paid yesterday at the Brishin and Cayuga mines and will pay today at the Storrs mine.

REDITORS EXAMINED.—An examination of several of the creditors of Charles E. Bliss, bankrupt of Factoryville, was yesterday conducted in the office of Referee in Bankruptcy Van Vorst.

FIRE AT ABINGTON TURNPIKE.—J. M. Singer's two-story frame dwelling at the toll-gate on the Abington turnpike was Tuesday evening burned to the ground, the fire being caused by an overturned stove. The loss is about \$2,000.

FOOT CRUSHED.—Jerry Buckley, a miner at the Avondale shaft, was taken to the Moses Taylor hospital yesterday as the result of a fall of coal which occurred while he was at work. His foot was caught under it and was badly crushed.

STOLE BRASS.—Patrolman Sartor last night arrested on River street and brought to the central police station a mail boy charged with brass stealing. He is another member of the gang of which Willie Helmick and Harry Murray were arrested and arraigned before Alderman Howe last week.

NEW GOWNS. Every lady in the city will be glad to learn that Strawbridge & Clothier will make a grand display of ready-to-wear garments at our store Friday and Saturday. For style and quality their garments are the finest in America. You may select goods, be measured, have garments made to order and save money by doing it. The suits, skirts and jackets are worthy of the inspection of the most particular.

Canned Goods Sale. 150 cases Maine Corn, 10c can; \$1.00 dozen. 100 cases Sifted Peas, 10c; value 15c. Early June Peas, 6c; 5 cans, 5c. Coursen's.

DISAPPOINTMENT WAS KEEN.

No Bounty for the Slayer of a Fierce Wildcat. If Judge Purdy, of Honesdale, could have looked into the future a little, he, doubtless, would have held back for a couple of weeks that opinion of his, which led the commissioners in the counties hereabouts to refuse any more bounties on wild beasts. The disappointment which came to Ziba Scott, of Spring Brook, would have caused the detention, aforesaid, taking for granted that the judge is sympathetic, somewhat.

Ziba met a wildcat while out hunting last week and let fly at the animal with his shotgun. The wounded beast, maddened with pain, turned on the hunter and was coming at him for keeps when the hunter gave him the contents of the other barrel. This checked the cat, but only temporarily. In a few moments of renewed vitality, it made one final charge on Ziba and, before he could draw a knife or club his gun, the cat had pounced upon him. In its dying rage, the wild feline clawed and chewed viciously at the hunter's legs, and it would have gone disastrously with Mr. Scott had not his "faithful hound" come to the rescue. The cat turned his attention to the new foe and, once relieved, Mr. Scott brought the butt of his gun crashing down on the cat's skull, and the contest was over.

Yesterday Mr. Scott, with his scars pretty well healed, drove into town with the pet of the cat and an expectation of a reward from the county that would be sufficient to buy him a much-needed pair of new trousers. The pet of another wildcat and two minks that he shot at another time were brought along.

FIRST VEIN OF GAS.

Discovered at a Depth of 720 Feet at Chenango Bridge. O. J. Coughlin says that gas has been struck at Chenango Bridge, not in paying quantities of course, but in a way that satisfies all who have been at work on the shaft. It is an amount of gas down in the ground a little farther. Mr. Coughlin went to Chenango Bridge yesterday and found that the people in that vicinity were quite excited over the news. It seems that the drill had penetrated through limestone and shale to a strata of sand, a depth of 720 feet, before gas began to make its appearance. The gas flowed quite freely at first and when ignited burned up for about twenty feet. The volume of the flow then diminished and the men were allowed to go on with the drilling without much discomfort.—Binghamton Herald.

MINE BUCKET STRUCK HIM.

James Boyd Badly Injured While at Work in Brishin Mine. While at work in the Brishin mine yesterday James Boyd, of Cayuga street, suffered terrible injuries, as the result of a fall of thirty feet. He was at work on a platform in the shaft when the mine bucket was suddenly lowered. In its swing it struck him on the head and knocked him from his stand. He fell thirty feet and was picked up unconscious by his fellow workers at work on the shaft. Dr. Sullivan arrived and found that a large cut had been made in his forehead when the bucket struck him, and that his knee had been dislocated. He was taken to his home and six or seven stitches were made in his forehead. The extent of his injuries could not be ascertained and it is feared that he is hurt internally. Boyd is a married man and has a wife and five children.

OTTUMWAS ENTERTAIN WELL.

Vocal Quartette and Reciter Render a Delightful Programme. Last night's number of the Brockway series of entertainments, given at the Lyceum, was on a par with the best of the course, so far presented, and was enjoyed by a large and appreciative audience. The Ottumwas quartette and Miss Jessie Kleinman, reciter, were the entertainers. Edward Weeks, first tenor; B. H. Brock, second tenor; E. W. Peterson, baritone, and George H. Iott, basso, comprise the quartette. Their songs were well chosen and artistically rendered, nearly every number being encored. Solos by Mr. Iott and Mr. Weeks were also well received. Miss Kleinman proved herself especially clever in character sketches. She had three numbers on the programme, but the audience seemed to be still unsatisfied after she had responded to three recalls. On the whole it was a rare evening's entertainment.

INQUEST AGAIN POSTPONED.

Coroner Present but Klerim Jurors Were Not. The inquest in the case of John Klerim, of Petersburg, who died last week, after being confined to his home for nearly two months by stab wounds inflicted by William Bowman, was again postponed, this making the fourth time. Three last week the time for the inquest was set, the jury came together, but the coroner was unable to hold the inquest. Last night's inquest was supposed to take place at 8 o'clock, but half the jurors did not appear, and when the coroner arrived there were only two jurors present. The inquest has been now postponed indefinitely.

A Card. We, the undersigned, do hereby agree to refund the money on receipt of the Greene's Warranted Syrup of Tar if it fails to cure your cough or cold. We also guarantee a 2-cent bottle to prove satisfactory if money refunded: J. G. Bone & Son, Dunmore, G. W. Davis, Providence, W. D. Davis, Providence, R. H. Deane, New York, W. B. Manners, Moosic, F. A. Kane, Minooka, Joseph Davis, Taylor.

DIED.

BROWN.—In Scranton, March 7, 1900, the one-year-old daughter of Mr. and Mrs. Henry C. Brown, of 239 North Hyde Park avenue. Funeral services, which will be private, will be held on Thursday afternoon, March 8, at 2 p. m. M'DONNELL.—In Scranton, March 7, 1900, Margaret, the third daughter of Mr. and Mrs. James McDonnell, of 535 Fourth street. Funeral Thursday afternoon at 2.30 o'clock. Interment in the Cathedral cemetery.

THE PROPOSED NEW RAILROAD

MR. THORNE EXPLAINS WHY IT SHOULD BE BUILT.

Letter Was Called Forth by a Complaint on the Part of the People of Newburgh to the Effect That the New Road Would Be an Injury to That Place—It Would Mean a Lower Price on Coal Along the Hudson River and Very Much Lower Rates on Freight.

The following communication concerning the Delaware Valley and Kingston railway has been addressed to the editor of the Newburgh (N. Y.) Journal by W. V. S. Thorne, vice-president of the Pennsylvania Coal company:

In your issue of February 26 an article appeared, stating that petitions were being circulated at Newburgh and in its vicinity, asking the New York railroad commission to refuse to authorize the construction of the proposed Delaware Valley and Kingston railway, over the old Delaware and Hudson route, for the reason that such a line were built, the Pennsylvania Coal company might not send its coal to Newburgh, and might discontinue its use of its depot at Newburgh.

The following statement should make clear to the people of Newburgh what this question really means to them, and will not give rise to any ill-will on the part of the Pennsylvania Coal company. The Pennsylvania Coal company has a contract with the Erie Railroad company, extending until 1910, under which the Erie agrees to give to the Pennsylvania company rates of transportation as low as those which may be given to competitive points by any railroad company on coal transported under substantially similar circumstances. If the Erie company fulfills this condition, the Pennsylvania Coal company has no expectation or desire to divert from the Erie railroad or from Newburgh any of the east-bound coal which it now sends in that direction. In other words, if the Pennsylvania Coal company can get its coal direct to Newburgh over the Erie, as cheaply as it can take it to Kingston, it will do so, and then bring it back to Newburgh. It will send as much coal to Newburgh as it does now, if not more. If the Erie will not give the rate which the citizens of Newburgh will obtain their coal at lower prices than they now do. In either event, they will be greatly benefited.

ABSENCE OF COMPETITION.

But, in the absence of competition, the Erie Railroad company is now able to charge exorbitant rates for coal on anthracite coal east-bound, being at least fifty per cent. higher per ton per mile than the average rate per ton per mile charged on the Erie by the Erie freight, notwithstanding the fact that coal is generally considered to be a low class freight, and is delivered to the railways in large quantities. In the absence of any effective competition, it can easily be seen that these high rates of freight can be maintained, and that, under the present conditions, coal coming to and handled at Newburgh is much less than it would be if the rates were reduced. No such reduction is possible, however, under more effective competition is provided. Now an opportunity is offered for the construction of the Delaware Valley and Kingston railway, which would carry coal coming to and handled at Newburgh to Kingston, connecting with the Erie and Wyoming railroads, which would carry the coal to the mines in that region; and these companies are willing to guarantee rates of freight upon coal much lower than those now paid, and to carry to market the coal, in excess of what the mines are allowed to produce at present.

Last year the mines in the anthracite region were worked little more than half time, and this was due to the high rates of freight and to the refusal by certain railway companies to furnish the necessary cars for the transportation of coal, fearing to break the market price. If the Delaware and Kingston railway is built, the additional coal which could be carried to market would alone suffice to supply it with ample business, which it could afford to carry and would carry at low rates. If the Erie company is not satisfied with the present rates, it is not necessary to accept, the inevitable result of this competition, it would so reduce the rates of transportation to Newburgh that the Pennsylvania Coal company would have no motive whatever for abandoning its coal docks at Newburgh, which the cost of delivering coal at the Hudson river would be greatly reduced, not merely by the reduction in rates of freight but also by the diminished cost of production at the mines, which would follow from their being more steadily worked. Thus the producers of coal could afford to sell it at a lower price than is now paid, and still could make more money than at present.

LOWER PRICES OF COAL.

What lower prices of coal would mean to the people and business interests of Newburgh, and at other cities along the Hudson river, including New York city, it is hardly necessary to explain. The fact also that, since the anthracite coal of the Delaware Valley and Kingston Railway and its numerous connections, The Lake Shore in nearly every large city uses the same depot as its leading connecting lines, and its schedules are made up as far as practicable in order to accommodate those who wish to connect with other lines. The Lake Shore is the most perfect road between Buffalo, Pittsburg, Cleveland, Toledo, Cincinnati and Chicago, and no matter where you may wish to go you should make a point of finding out if the Lake Shore and Michigan Southern Railway will not take you there.

Steam Heating and Plumbing.

P. F. & M. T. Howley, 231 Wyoming ave.

RELATED REPORT IS AT LAST FORWARDED

SCHOOL APPROPRIATION DEFENDS LARGELY UPON IT.

Assessors' Biennial Return of the Number of School Children Between the Ages of Six and Sixteen Is Tabulated and Sent to the Department of Education by the County Commissioners—Referee Thayer Grants a Non-Suit—Company and Firm in a Legal Battle.

By the time this is read the belated report of the number of children of school age within the limits of the county will be in the office of Dr. N. C. Schaeffer, state superintendent of public instruction. It was tabulated yesterday by County Commissioners' Clerks Daniels and Hobuthan and forwarded by mail early in the afternoon. While it is nearly two months late, it will nevertheless be effective, Clerk Daniels having communicated with Dr. Schaeffer and secured an extension of time.

This report is one of the requisites for securing a share of the state school appropriation. The law demands that it shall be filed on or before the fourth Saturday of January. When the new board of county commissioners came into office January 1, they found that many of the assessors had failed to send their returns, and at once proceeded to order them up. As the last day for filing the report drew nigh, it was seen that the returns would not all be at hand in time, so a letter was sent to the state superintendent of public instruction setting forth the facts in the case and asking for an extension of time. The extension was granted, with the understanding that the report would be filed as soon as possible. The figures in the report do not show any great gain over the last biennial enumeration. In 1897 the number of children between the ages of six and sixteen in Scranton was 474 and in the whole county, 32,918. Last year's count shows 17,850 in Scranton and 31,842 in the whole county. The gain in the city was 216; in the county, outside the city of Scranton, 1,717, and in the whole county, 1,933.

COMPANY AND FIRM AT ODDS.

A \$2,750 execution was yesterday issued against Cowperthwaite & Berghauer, of 406 Lackawanna avenue, at the instance of the Scranton Carpet company. It is based on a bond given to indemnify the company under the contract, by which it was arranged that the firm should handle the company's goods on a ten per cent. commission, the company furnishing the stock and the firm making the sales and collections. Last Saturday, the carpet company, it is alleged, attempted to sever this contract and move out its goods. Monday an injunction was secured by Cowperthwaite & Berghauer forbidding this. The hearing on the injunction is to take place at 1.30 o'clock this afternoon.

The firm has been in business only four months. Last month it assigned to R. A. Zimmerman, but the difficulties which brought this about were straightened out, and Mr. Zimmerman made a re-assignment. On the strength of this the store was re-opened last Monday and but for the trouble over the contract with the carpet company, the business would now be running without a hitch.

The execution issued yesterday was not ordered to be served. Vosburg & Dawson, attorneys for the carpet company simply had it entered on the docket and let it rest at that.

KNOCKED OFF HIS WHEEL.

E. W. Green, of Green Ridge, Collided with Laundry Wagon. While turning around the corner at Washington avenue and Spruce street, one of the Crystal laundry delivery wagons, driven by George Manley, collided with E. W. Green, of Wyoming avenue, Green Ridge, who was riding up the street on his bicycle, and knocked him off the wheel. He fell to the pavement, and a crowd soon gathered around him. He was carried into Sanderson's pharmacy and his injuries were there taken care of. His nose was badly cut, but with the exception of this he was in no way hurt, and about half an hour after the accident had occurred was able to leave the drug store.

CUBAN COMMITTEE.

They Will Visit the Country in Search of Information. Washington, March 7.—The senate committee on relations with Cuba today authorized the chairman, Senator Platt (Conn.), to appoint a sub-committee of three to visit Cuba. This committee has not yet been named and Senator Platt has not determined finally to appoint at all. The authorization is not mandatory and will be exercised only in case the business of the senate renders it feasible for senators to be absent. The members of the committee are anxious, however, to secure a report of the condition in the island from the committee membership, and the action taken today was the result of more or less agitation extending back to the organization of the committee.

"Pretty Much Everywhere."

No matter where you may wish to go in the West or Southwest, you can get there via the Lake Shore and Michigan Southern Railway and its numerous connections. The Lake Shore in nearly every large city uses the same depot as its leading connecting lines, and its schedules are made up as far as practicable in order to accommodate those who wish to connect with other lines. The Lake Shore is the most perfect road between Buffalo, Pittsburg, Cleveland, Toledo, Cincinnati and Chicago, and no matter where you may wish to go you should make a point of finding out if the Lake Shore and Michigan Southern Railway will not take you there.

COURT HOUSE NEWS NOTES.

There will be a session of the Fall township contest commission today. County Treasurer Kelly is now ready to receive the state and county taxes for 1899. The will of Mrs. Bridget Burns, late of South Scranton, was yesterday admitted to probate by Register Koch. Her daughter, Mary Burns, is made sole heir. The charter of the Carleton Stone company, granted at Harrisburg last Monday, was filed yesterday in Recorder Warkne's office. The stockholders are Conrad Schroeder, Frank Carlsted, Nicholas Carlucci, John Carlucci and F. M. Vandling. The capital stock is \$100,000.

GRAND DISPLAY OF

Spring Tailor-Made Suits, Jackets and Skirts

Friday and Saturday, March 9 and 10, We will make our annual display of ready-to-wear garments. Come and see the New Styles. Over 500 sample garments on exhibition. You may select goods, be measured and have new gowns delivered before Easter. Our manufacturers have the finest line in America.

MEARS & HAGEN, 415-417 Lackawanna Avenue

Modesty Prevents Us

from boasting, but truth compels us to say that we have the largest assortment of Dinner, Tea and Toilet Sets, comprising as it does, all makers, all qualities, from plain white granite to the costliest French China, all at lowest prices. If interested, pay us a visit. We will make it pay you.

China Mall. G. V. Millar & Co 134 Wyoming Ave. "Walk in and look around."

BARGAINS

YES, THE GREATEST ARE AT F. L. CRANE'S

Cloth Jackets that have been \$18.00, \$20.00 or \$25.00 for \$8.00. Fine Kersey Jackets for \$2.50. Some for \$1.00. COME AND SEE THEM.

F. L. CRANE, 324 Lackawanna Avenue.

Follow the Crowd

Cowperthwaite & Berghauer's Store, 406 Lackawanna avenue, where the Great Settlement Sale is now going on. 50c saved on every dollar.

Japanese Screens, 4 Panels, \$3.00. Silkoline Screens, 3 Panels, 1.25. Parlor Tables, \$1.00, \$1.50. Esels, Oak or Mahogany, .50. Tabourettes, Oak, .50. Irish Point Lace Curtains, pair, \$2.00. Tapestries, 54 inch wide, yard, .35c.

COWPERTHWAIT & BERGHAUSER 406 LACKAWANNA AVENUE. ESTABLISHED YESTERDAY.

SPRING STYLES NOW READY

"NOT IN THE TRUST." The Bicycle That Has Made Scranton Famous Is the SCRANTON Manufactured and Guaranteed by Bittenbender & Co. 126 and 128 Franklin Ave. Everett's Horses and carriages are superior to those of any other livery in the city. If you should desire to go for a drive during this delightful period of weather, call telephone 794, and Everett will send you a first-class outfit. EVERETT'S LIVERY, 236 Dix Court. (Near City Hall.) Hurd's Stationery In Every Style. D. IRVING SIMMONS, 780 Connell Building.

Young's Hats Louis H. Isaacs 412 Spruce Street. Would like to show you our new line of Manhattan Shirts and Spring Neckwear.

WE ONLY WHOLESALE IT! SNOW WHITE FLOUR. A Healthful Flour. The bread made of "Snow White" Flour has a richer flavor and contains more gluten than breads made out of any other kind. In our honest opinion that the health of everyone would be improved by the continued use of this excellent Flour. For sale by all good grocers everywhere, in bags and barrels. THE WESTON MILL CO. SCRANTON - CARLISLE - DUNMORE.

The Dickson Manufacturing Co. Scranton and Wilkes-Barre, Pa. Manufacturers of LOCOMOTIVES, STATIONARY ENGINES, Boilers, Hoisting and Pumping Machinery. General Office, Scranton, Pa.